ABSTRACT OF THE DISCLOSURE

In a vehicle behavior control system, a target braking force applied to each wheel of the vehicle is obtained based on a master cylinder pressure so as to be proportional to a vertical load of each wheel. When it is determined that a braking force is applied to the vehicle running on a road with uneven friction coefficient, an excess yaw moment caused by the difference between the target braking force and an actual braking force is calculated. A steering angle is corrected with a correcting steering angle estimated based on the excess yaw moment. A yaw rate difference is calculated as a difference between a normal yaw rate and an actual yaw rate of the vehicle based on the steering angle that has been corrected. It is determined whether the vehicle behavior is deteriorated based on the yaw rate difference. The vehicle behavior is then controlled to reduce the yaw rate difference.